



**Bicycle/Pedestrian  
Advisory  
Committee  
of the  
Metropolitan  
Planning  
Organization  
for the  
Miami Urbanized  
Area**

**Chairman**  
Ted Silver

**Members**  
Brett Bibeau

Sheila Boyce

Dr. Barry Burak

Janis Davis

Louis Foster

Susan Kairalla

Amado Leon

Claudia Schmid

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## ***BICYCLE/PEDESTRIAN ADVISORY COMMITTEE***

SOUTH MIAMI COMMISSION CHAMBERS  
6130 SUNSET DRIVE  
SOUTH MIAMI, FLORIDA

### **A G E N D A**

**MEETING OF WEDNESDAY, APRIL 27, 2005  
AT 7 P.M.**

- I. APPROVAL OF AGENDA
- II. APPROVAL OF MINUTES
  - MEETING OF FEBRUARY 26, 2005
  - MEETING OF MARCH 23, 2005
- III. PRESENTATIONS
  - A. RICKENBACKER CSWY. UPDATE – H. Sori, MDPW
  - B. SAFE ROUTES TO SCHOOL – W. Harris, RS&H, Inc.
  - C. OLD CUTLER ROAD PATH EXTENSION – J. Blattman, MDPR
- IV. DISCUSSION ITEMS
  - A. M-D PUBLIC WORKS PROJECT UPDATES – J. Cohen, MDPW
- V. INFORMATION ITEMS
  - A. BIKE&RIDE DEMONSTRATION PROJECT
  - B. EAST COAST GREENWAY UPDATE
  - C. CORAL GABLES BIKE LANES MASTER PLAN: SEGOVIA AV.
  - D. SNAKE CREEK TRAIL MASTER PLAN
  - E. JANUARY-MARCH QUARTERLY REPORT
- VI. MEMBER COMMENTS

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES

MEETING OF WEDNESDAY, APRIL 27, 2005

### MEMBERS PRESENT

Brett Bibeau Barry Burak Janis Davis  
Louis Foster Susan Kairalla Amado Leon Eric Tullberg

### MEMBERS ABSENT

Sheila Boyce Claudia Schmid  
Ted Silver

### OTHERS PRESENT

David Henderson, Staff Jae Manzella, Staff Jeff Cohen, M-DPW Mike Bauman, M-DPW  
Eric Hanson, M-D Parks Jennifer Blattman, M-D Parks Armando Penedo, M-D PD Lew Sayre, FDOT  
Fred Herling, Nat. Park Service Jaime D-Racine, Nat. Park Service Tom Burton, Everglades Bike Club  
Alfonso Wongvall, RS&Hills Winston Harris, RS&Hills Bill Best, Cyclist Roberta Neway, Cyclist

The meeting began at 7:10 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	- SK: <i>Motion to approve Minutes of February 26, 2005 and March 23, 2005; seconded by LF; vote – unanimous.</i>
RICKEN - BACKER CSWY UPDATE	- MB: The design for b/p improvements have been finalized for a while. This project was incorporated into a bigger project to resurface the corridor. Unfortunately, funding has been problematic for the Causeway department. <i>The project will be considered to be split again to access other funding sources</i> , since the b/p improvements are relatively small. JC: The b/p improvements are around \$100-150,000. MB: That estimate was made long ago. Staff will set-aside \$400,000, for significant increases in material/construction costs, and in case other repair needs become apparent. Construction may begin within 3-4 months. As a bike rider, he understands concerns. SK: Inquired if MB felt comfortable with the designs. T. Silver had mentioned that this design is not the same as an older version the BPAC reviewed. JC: Described the design. <i>These would be undesignated bike lanes</i> , because the Powell bridge doesn't have railings on the north side. <i>When railings are added (with as-yet unidentified funds), then the facility would be designated official bike lanes. Right turn bays will be modified and striped to allow cyclists a straight-thru route. A ramp leading under the I-95 flyover will be added to avoid trying to cross the flyover entrance ramp, this will lead to Bike Route 1. Eastbound at the tollbooth, the ramp will be improved to allow a smoother transition to the multi-use path (that avoids paying tolls). Existing bulb-outs will be trimmed back, and asphalt would be added where needed. Eventually, there will be bike lanes from the toll booth, south to the State Park.</i> BrettB: Wanted to clarify that \$400,000 is available for this project. MB: Only if the project is separated-out. This has not been determined. <i>The County Commission will be considering toll rate increases</i> , which may fund some of the project. BrettB: Inquired when the project separation determination would take place. MB: Hopefully, within a week. BrettB: Inquired if the original design is completed with less than \$400,000, could the remainder be used to repave pedestrian paths, which are not part of this project. MB: That would require a review and redesign process. BrettB: Inquired as to a timeline for the project. MB: If it is separated from the resurfacing portion, it could begin within 4 months.

	<p>SK: <i>Requested notification to the BPAC when the decision is made.</i></p> <p>JC: <i>Will notify DH.</i></p> <p>ET: <i>Motion recommending the Public Works Dept. to separate the original bikeway improvements project from the Rickenbacker Cswy. resurfacing project, in order to have the bikeway improved in a timely manner; seconded by SK; vote – unanimous.</i></p>
SAFE ROUTES TO SCHOOL	<p>- WH: Around 1 ½ years ago, his firm was selected to develop a manual for the development of safe routes for school children to get to/from school without an automobile. The County already had similar routes, but standards were not developed. Objectives are: to promote walking &amp; bicycling to school, enhance identified routes, and reduce b/p crash incidents. The study does not focus on enforcement activities. Crashes were reviewed and high-incident areas were identified. Liberty City is a high crash area; so, <i>the 15 elementary schools within will participate in the pilot project.</i> Along with developed regional guidelines, several successful programs were researched. Field reviews; user surveys; interviews with Principals, students and parents; land-use maps; school boundaries; and, traffic control devices were part of the data collection. Afterwards, “safe” criteria was determined and a matrix developed. Some of the criteria include: low traffic volume and speeds, no r/r or canal crossings, security concerns, # of intersections, and sight obstructions. Preliminary maps were distributed to the Study Advisory Committee, Principals and the PTA for review. <i>Final maps will be provided in English, Spanish and Creole. Engineering recommendations will be submitted to appropriate agencies. Periodic reviews will be made to correct any problems.</i></p> <p>BrettB: Concerned with elementary school children riding bikes on NW 27 Av. Inquired if the sidewalks are adequate.</p> <p>DH: Doesn’t anticipate many children cycling to school. There is a social stigma of wearing helmets, although they are required by law. Helmets would be a burden anyways, because students aren’t provided storage lockers, nor bike racks/storage areas. However, <i>all Safe Ways would be available for bicycle use.</i></p> <p>SK: The School Board made decisions years ago that all bikes had to be parked in a specific area; then they decreed they must be placed inside, or in a caged area; afterwards, they stated there must be security to guard the bikes or ensure every child was retrieving the bike they owned; then there was a mandate to cover the bikes for weather. She inquired if the School Board participated in the study.</p> <p>MB: Yes, several members.</p> <p>SK: This is a step in the right direction. For instance: some Kendall Elementary students have to cross HEFT exit /entrance ramps, r/r tracks and a canal; yet there isn’t any bus service for them. Additionally, the single biggest problem for many schools is the gridlock from parents bring their children to school by car.</p> <p>BrettB: One of the criteria to avoid was high-crash corridors, yet NW 27 Av. is one of them; traffic is horrible. Inquired why the study team didn’t route students 1 block over.</p> <p>MB: Other facilities along this corridor are in poor condition. The PTA was concerned with neighborhood crime. Routing students along a high-visibility area was deemed more appropriate. Sidewalks are wider along NW 27 Av., and there is signalization to cross streets; <i>although more pedestrian buttons will be installed.</i> A matrix weighed all options.</p> <p>BrettB: Inquired if recommendations to improve this route have been made.</p> <p>MB: <i>That will be the next phase, once routes are finalized.</i></p> <p>BrettB: Didn’t feel comfortable endorsing the study at this time. He has uncertainties if NW 27 Av. is the best route, especially for cyclists.</p>

	<p>SK: Warned against being concerned about bicycling; a student cycling to school is rare.</p> <p>JM: Aside from improving traffic signals and crosswalks, inquired if the Public Works Dept. will be asked to consider the Safe Route designation when designing improvements, such as reducing turning radii to slow-down traffic. If it's not spelled-out in the document, these improvements may not be flagged for any identified corridor.</p> <p>MB: Low-cost improvements are recommended. Major redesigns are up to Public Works.</p> <p>SK: Asked about the process after this.</p> <p>DH: <i>The MPO would approve the analysis/designation process; then a group would be formed to replicate it throughout the school system (for those without existing Safe Routes to School). Public Works would be responsible for most of the improvements. The final report will have more specific recommendations.</i></p> <p>SK: The School Board has the power to move boundaries, this should be considered.</p> <p>MB: Agrees that boundaries could be moved to avoid crossing major highways.</p> <p>BrettB: <i>Requested the BPAC review other drafts before the final document.</i> He plans to field-check NW 25 Av., since it is a straight route to the school and avoids heavy traffic.</p> <p>AW: That area was of concern to the parents; they preferred NW 27 Av. because of the visibility. Incidents would be noticed quicker and there would be less likelihood of them.</p> <p>BrettB: Disappointed that the BPAC did not have a greater role of the Safe Routes to School study process. Also, only 1 map was provided for review.</p> <p>DH: <i>Will provide the final maps when they are available.</i> The school administration and PTA review were crucial to the study.</p> <p>ET: Agrees, the BPAC should have been more involved.</p>
OLD CUTLER RD EXTENSION	<p>- JB: Handouts are available regarding the park benefits. R. Hardy Matheson park is going through a redesign. M-D Parks staff would like to fill-in the missing piece of Old Cutler Trl., which would run adjacent to the park. <i>If barriers on the east side of the road, (which would be the preferred side for the new construction), are deemed historic, the path would be developed on the west side of the road.</i> The City of Coral Gables has this project already in their Master Plan. <i>Improvements include: enhanced signalization at 57 Av.; a new signal at the entrance to the park; as well as a bridge over the canal for non-motorized use, since the existing road-bridge is too narrow for sharing. Where private developers own land, they will be required to construct the path.</i></p> <p>ET: Inquired if crossing to the west side would be at the existing crossing at SW 105 St.</p> <p>JB: Prefers the new path on the east side to the park entrance then cross to the west side.</p> <p>BarryB: The Old Cutler Trl. surface is too bumpy. The patchwork was done in a shoddy manner. There is no excuse for it. The asphalt was rolled incorrectly.</p> <p>JC: The Parks&amp;Recreation Dept. developed this path; Public Works resurfaces it. He asked for locations where the path is hazardous.</p> <p>BarryB: All along the path, patchwork has been done poorly, except where developers own the land, repairs were done smoothly.</p> <p>JC: <i>Will have the new Road&amp;Bridge pointman contact BarryB for more information.</i></p> <p>BarryB: Would welcome the chance to ride the facility with him, and <i>will supply the bike.</i></p> <p>JB: A timeline hasn't been developed for the new Old Cutler path.</p> <p>JM: A few years ago, the group was told there was a prohibition on improving this corridor, due to historic designation; inquired what changed.</p> <p>JC: Old Cutler Rd. is a historic highway; any changes would have to go before the BCC.</p> <p>JM: Inquired if the park would be developed in a way for cyclists to enjoy.</p> <p>JB: Right now, the plan is only to <i>extend the path into the park and a couple of loops</i></p>

	<p><i>inside. This would include improving the path to the bay along the canal. It's about 860 acres; but minimal development is being proposed. Canoe launches will be installed.</i></p> <p><i>BrettB: Requested another presentation as the project develops.</i></p>
BISCAYNE – EVERGLADES GREENWAY	<p>- FH: The purpose of this study is to identify a link between Biscayne and Everglades National Parks via a multi-purpose trail system. This would provide local residents with recreational and commuting opportunities, as well as expand tourism opportunities. The <u>South Dade Greenway Network (SDGN) Master Plan</u> identified this as a need in 1994. In a 2002 survey, “walking/biking paths” were sought out by 36% of homebuyers, and were the most requested information at Florida Welcome Ctrs. Around the nation, “outdoor recreation” generated more than \$70 billion in 2003, and accounts for over 1 million full-time jobs; tourism is Florida’s #1 industry. Many politicians/agencies/municipalities in this region support the project and are providing seed money. There are several funding sources to construct the facility. Various successful management options are being considered. However, ownership/acquisition, route options, and funding issues still need review. The facility can be done in segments. Palm Dr. would be a significant portion, and there is \$2 ½ million earmarked for development. SFWMD is very supportive of this project, which would utilize a lot of the shoreline along C103 canal. <i>The feasibility study should be completed by the end of the year.</i> There is a need for both paved and unpaved portions; <i>parallel facilities will be considered.</i></p> <p>TB: He has ridden much of the existing SDGN trails. Most of them (74%) are expected to be paved in the future. This is a good idea, which would encourage more use and allow people to avoid using more hazardous corridors.</p> <p>JR-D: SWFMD does not have concerns with their portions being paved.</p> <p>FH: Other options are to have unpaved loops connect to the main paved trail.</p> <p>DH: A hard-packed surface would suffice without asphalt. There are several options.</p> <p>FH: <i>A committee meeting will be taking place tomorrow at Biscayne National Park; however, more public meetings have not been scheduled yet.</i></p> <p>BrettB: Suggested other (smaller) grant opportunities for planning the facility.</p> <p>SK: <i>Motion supporting current efforts to create a Biscayne/Everglades National Parks Trail; seconded by ET; vote- unanimous.</i></p>
M-D PUBLIC WORKS UPDATE	<p>- JC: <i>Coral Way is being improved between SW 74 Av. to 87 Av.; it will include an extension of the existing bikeway.</i> Although the Venetian Cswy. toll booth will be opening soon, the separate b/p facility to by-pass it is not constructed. In the meantime, <i>the north- &amp; south-most lanes will be closed to allow b/p access through this area (without paying a toll).</i> At the northern end, a facility is available, which is just wide enough for pedestrian travel. Staff is deciding whether a b/p button could be made available for toll-taker use to instruct the tolling mechanism to ignore when bicyclists ride by. Resizing the gate to allow bicyclists through without it lifting is an option. <i>The 23 St. bridge in Miami Beach is being designed with a wide path on the southern side.</i> This coincides with a planned facility along Dade Blvd. <i>Marking dedicated bike lanes along Venetian Cswy. has begun.</i> Slots in the bridges are still a concern, especially for narrow-gauge tires. These slots have been modified for most bikes. <i>Warning/directional stripes and signs will be installed.</i></p> <p>JM: Inquired about the Card Sound Rd. resurfacing project.</p> <p>JC: There isn’t enough width to provide any b/p improvements for this corridor. Most of the project involves stabilizing the roadway.</p>
MISCEL-	<p>- ♦ SK: Surprised that double-decking the HEFT for carpools and higher-paying tolls is</p>

LANEOUS	<p>being considered. This ignores needs/provisions/commitments for mass transit. Only a small portion of commuters will pay to use it.</p> <p>◆ BrettB: Inquired about a pedestrian bridge over US-1 at UofM.  SK: This was promised when Metrorail was being built.  JC: He is on the study committee with staff from UofM, MDT, etc. He hopes the facility would connect directly to Metrorail, as well as the west side of Ponce de Leon Blvd. <i>He will relay meeting notices to DH for BPAC members.</i>  SK: A South Miami bridge was also part of the Metrorail promise.  BrettB: <i>Requested this issue for the next Agenda.</i> Countdown signals have been installed.  SK: Most of the nation's drivers are courteous to crosswalkers, except S. Floridians.</p> <p>◆ BrettB: Disappointed that the BPAC did not have a greater role of the Safe Routes to School study process. Also, only 1 map was provided for review.  DH: <i>Will provide the final maps when they are available.</i> The school administration and PTA review were crucial to the study.  ET: Agrees, the BPAC should have been involved.</p> <p>◆ ET: Budgets are being developed in several municipalities. The BPAC should make it known that b/p projects are needed.  JC: The MPO's <u>Transportation Improvement Program</u> (TIP) has already been through the annual process for this year. Although a vote to approve the TIP is upcoming, the BPAC can request amendments.  ET: <i>Would like a review of the TIP next month, as well as other projects that weren't funded this cycle.</i>  DH: <i>Approval of the TIP is in June.</i>  JM: The BPAC has prioritized Long-Range Plan projects; the more feasible/desirable projects are included in this year's TIP.  ET: Felt it advantageous to review the projects to lobby for those which could be constructed by municipalities. Encouraged the group to visit the MPO website: <a href="http://www.miamidade.gov/mpo">www.miamidade.gov/mpo</a>, then choose Commissioner District maps, which depict bike paths and other information. This is good source of reference when discussing projects with Commissioners.</p>
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- *The meeting was adjourned at 9:05 p.m.*